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REPORT OF THE INAUGURAL MEETING OF THE GOVERNING COUNCIL
OF THE CAIRO-GABORONE TRANS-EAST AFRICAN HIGHWAY AUTHORITY

Addis Ababa, 20 November 1981

LC/NAIROBI

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A. ORGANIZATION AND ATTENDANCE

1. The Inaugural Meeting of the Governing Council of the Cairo-Gaborone Trans-East African Highway Authority was held at Addis Ababa on 20 November 1981.
2. The meeting of the Governing Council was preceded by the Meeting of Experts on 16 and 17 November 1981, and of the Advisory Board on 19 November 1981.
3. Two mini-rallies were organized by the Ethiopian authorities; the first on 14 and 15 November to the Addis Ababa-Langano and Modjo-Hazareth highways and the second on 18 November to the Addis Ababa-Noka highway, all segments of the Trans-East African Highway system, where participants had first-hand experience of road conditions in that area.
4. The meeting was attended by representatives of Egypt, Ethiopia, the Sudan, the United Republic of Tanzania, Zambia, Zimbabwe (members); Burundi, Djibouti, Malawi, Rwanda, Uganda (associate members); and the Organization of African Unity (OAU).
5. The meeting was also attended by the following observers:
 - (a) Industrialized countries
Federal Republic of Germany (FEM), Italy
 - (b) United Nations bodies
Department of Technical Co-operation for Development (DTCD), World Food Programme (WFP)
 - (c) Financial institutions
African Development Bank (ADB), Arab Bank for Economic Development in Africa (ABEDA)
 - (d) Other international/intergovernmental organizations
Commission of the European Communities (EEC), International Road Federation (IRF), Lagos-Niameya Trans-African Highway Authority (TANHA).

B. OPENING OF THE MEETING

6. The meeting was officially opened by Mr. Kassa Gabre, Minister of Construction and COME Central Committee member, who welcomed participants on behalf of the Provisional Military Government of Socialist Ethiopia.
7. He pointed out that backwardness of the African transport and communications system has hindered the rational development and utilization of Africa's natural resources, as well as implementation of multinational, regional and subregional projects of common interest. He reminded participants that the United Nations General Assembly had declared 1978-1990 as the Transport and Communications Decade in Africa and that the Lagos Plan of Action and the Final Act of Lagos had endorsed the principal goals of the strategy of the Decade by recognizing the importance of the transport sector.

8. He stressed that African countries have accorded a major role to transport and communications in view of its importance in meeting the basic needs of all other sectors and integrating economies. He noted the fruitful assistance of the Economic Commission for Africa in creating two intergovernmental entities - the Lagos-Mombasa Trans-African Highway Authority and the Cairo-Gaborone Trans-East African Highway Authority - and emphasized the effort required from individual countries, OAU, ECA, international financial institutions and bilateral agencies to enable achievement of the objectives of the Trans-East African Highway Authority.

9. The Minister informed the meeting of his country's unreserved commitment to speed up the implementation of the Trans-East African Highway project which links seven members and 10 associate member countries. He also indicated that Socialist Ethiopia is co-ordinating its efforts with the Sudan, Kenya and Djibouti to improve or construct the road links forming part of the Trans-East African Highway.

10. In conclusion, the Minister stressed the importance of the meeting and wished the participants very fruitful deliberations.

11. In his address to the Governing Council Prof. Adebayo Adedeji, Executive Secretary of ECA, expressed his and the Commission's profound gratitude to the Government of Socialist Ethiopia for hosting the meeting and arranging two mini-rallies and to the industrialized countries, international financial institutions, United Nations specialized agencies and intergovernmental and non-governmental organizations for their continued support to the TEAH project.

12. He indicated that the recommendations of the experts and Advisory Board meetings to the Governing Council gave him confidence in the feasibility of the programme of action and realism of the budget estimates.

13. The basic activity and priority project in the TEAHA work programme was a physical inventory of the trunk and feeder roads to establish current status and determine substandard segments in the network. He expressed the hope that the Pan-African Documentation and Information System (PADIS) would facilitate such work in the future.

14. He stressed that improvement to the **infrastructure** was not very useful, if administrative and legal obstacles were to hinder access to and transit through the system and urged the complete elimination or reduction of non-physical barriers to free travel and on the TEAH network. He then suggested that the early establishment of the "Facilitation Commission" with the involvement of national finance, customs, immigration and legal professionals was a logical start.

15. Concerning the appointment of the chief executive and senior staff of the Authority, he observed that a subcommittee had short-listed and recommended eligible candidates for the Council's consideration and urged the Council to approve the list so that processing of the candidates could commence and be completed by the next meeting. He warned that no actual appointments would be effected unless member countries' contributions for 1981-1982 were made and urged their prompt payment.

16. The Executive Secretary advised the Council to eschew haste and politicization of the appointments but to carefully interview and evaluate the competence of the candidates because this was in the long-run interest of the Authority. The Council was therefore to satisfy itself beyond reasonable doubt of the calibre of its employees even if it meant some delay, to start on a solid foundation.

17. Besides financial support, the Authority needed the goodwill of member and associate member States in order to draw on the expertise of educational, training and research institutions, human resources and skills of all concerned countries in the spirit of self-reliance and technical co-operation among developing countries. Nothing short of the financial, material and moral support by member and associate member States would enable achievement of the TEAHA objectives, he warned.

18. To achieve the objectives of the United Nations Transport and Communications Decade in Africa, the continent's preoccupation should continue to be development of infrastructures and removal of administrative and legal barriers to free movement and trade. He emphasized that the success of the Decade for the TEAH would be measured by the completion of the system within the Decade and warned that failure would retard realization of an African Common Market by the year 2000.

19. Personally it was a challenge and pleasure to have participated in creating the Authority and he urged team-work to ensure its success. He strongly believed that the wholehearted support of all Council members and the continued support of the international community would enable the Authority to eventually achieve its objectives and pledged ECA's continued material and technical support.

20. After having thanked the Government of Socialist Ethiopia for having kindly hosted the meeting of the Governing Council of the Trans-East African Highway, Mr. V.E. Djomatchoua Toko, Director of the Department of the Economic Development and Co-operation of OAU transmitted a welcoming message, the thanks and best wishes of the OAU Secretary-General to participants.

21. He recalled that the projects of the United Nations Transport and Communications Decade in Africa - of which the Trans-East African Highway was one of the projects with a regional impact - was included among the priorities of the Plan of Action and the Final Act of Lagos.

22. He pointed out the political and technical responsibility of the Governing Council meeting in view of the practical implementation of the resolution adopted by the Co-ordinating Committee of the Authority in Khartoum in March 1978 and by the Governing Council of the Trans-African Highway Authority at its Extraordinary Meeting in Addis Ababa in November 1980. The objectives of the agenda of the meeting were officially to establish the structure of the Authority, to consider and approve its budget and work programme, and to appoint the Director-General and senior staff.

23. He insisted on the need to provide the Authority with operational and functional capability so that it could play a decisive role in the current development strategy in Africa based on collective self-reliance and self-sustainment. Well-developed transport infrastructure was essential for the physical integration of the African region, a condition for the fulfillment of the main objectives of the Plan of Action and the Final Act of Lagos (development of trade and economic co-operation, free circulation of persons and goods, physical and economic integration). The present characteristics of the African highway network were not favourable for these aspirations: sections with different dimensions and standards; heterogeneous systems of management, maintenance and security; poor repair of roads and absence of links for the development of trade between neighbouring countries. Those aspects had been studied during the preceding meetings of experts and the Advisory Board. He then called the attention of the members of the Governing Council to three fundamental issues which required an appropriate and immediate action if the Authority, charged with the transformation of the present characteristics of the transport network, could fully play its role:

- (a) the signature and/or the ratification of the constitution of the Authority;
- (b) the establishment of the headquarters;
- (c) the appointment of the officials.

He then posed a question to the sources of finance. The results of the Pledging Conference which was held in New York in November 1979 had provided the opportunity to reconsider the strategies for the mobilization of funds. Since the Trans-East African Highway project was a subregional project with a regional impact, the Governing Council should at the outset invite member States and associate member States to mobilize their own resources. It would then be possible to appeal to bilateral or multilateral donors.

24. In this regard he conveyed the thanks of his organization to donors and financial institutions who had put their technical and financial assistance at the disposal of OAU since the conception of the Trans-East African Highway project 10 years ago and who continued to participate in its execution.

25. On behalf of OAU he proposed to the Governing Council the convening, in 1983, of a consultative technical meeting for the project. This implied that during the present meeting, the Council should appoint the senior officials of the Authority and create a Research and Development Committee to be able to undertake immediately the feasibility and pre-financing studies to present to donors during the proposed consultative technical meeting.

26. In conclusion he recalled that the development of Africa depended on African themselves and that a spirit of collective self-reliance constituted the cornerstone for the development of the region.

27. He wished the Governing Council success in its deliberations.

28. Representatives of Egypt, the Sudan and Zambia also made statements, summarized as follows:

29. In his brief speech, the representative of Egypt thanked the Ethiopian delegation for accepting to chair the meeting on his behalf, and expressed gratitude to the Government and people of Ethiopia for the hospitality extended and in hosting the meeting.

30. He expressed appreciation to ECA, OAU and other international organizations for making the meeting worthwhile and thanked the ECA Executive Secretary for fulfilling a previous promise to introduce the Arabic language into ECA meetings.

31. He observed that the mere establishment and adoption of the TEAMA Constitution in itself was a great achievement and a sign of sincere co-operation among countries of Eastern Africa, and stressed that only full awareness of the importance and sincere co-operative efforts could enable the realization of the TEAMA objectives.

32. He noted that various issues would be discussed and urged members to formulate sound and constructive recommendations.

33. In conclusion he observed that the signing ceremony which took place that morning amply demonstrated the sincere co-operative spirit of the occasion and suggested that other members and associate members should follow suit.

34. After expressing his gratitude to the Government of Socialist Ethiopia and thanks to ECA and OAU for preparing and organizing the meeting and for the advice and moral support given, respectively, Hon. Minister Houstafa Osman Hassan, Minister of Transport of the Sudan, observed that the TEAMA system would not only facilitate the movement of persons and goods, but was a stepping stone towards true African unity.

35. He reminded participants of difficulties faced at the initial stages and of prospective difficulties ahead and urged that, for the benefit of all concerned, the meeting should concentrate on the established objectives of the TEAMA, which in his view and in the end would benefit all.

36. He reaffirmed his country's total acceptance, intended observance of and full compliance with the TEAMA Constitution and indicated that his Government would honour its moral and financial commitments. He expressed hope that the issue of the headquarters would be settled before the proposed date the Authority commences operations.

37. In conclusion, he urged the Governing Council to exercise diligence on all vital issues and to be guided by the common and over-all objectives of the TEAMA already agreed upon by all members and associate members.

38. In his statement, Hon. E. Kuonga, M.P., Minister of State in the Ministry of Works and Supply of Zambia congratulated the Chairman on his election and thanked the Government of Socialist Ethiopia for hosting the Inaugural Meeting of the Governing Council and especially for the hospitality to his delegation and for the opportunity of seeing some of the country's impressive transport activities.

39. He confirmed his Government's total commitment to the TEAM and expressed the hope that in future it could be extended southwards to become the Cairo-Cape highway, thus fulfilling a dream which had been conceived with sinister motives, but which now could serve the interests of the region.

40. The Minister informed the Council that with the exception of a 40-km narrow section (Livingstone-Zimba), most of the 1,548-km TEAM section in Zambia was of class IC bitumen surface and that reconstruction works on the narrow section would start in December 1981. He mentioned that his Government had been forced into improving the road network as a result of transport difficulties brought about by the unilateral declaration of independence by the then Southern Rhodesia.

41. He informed the meeting that although his Government had done everything possible to maintain the roads in good condition over the past 10 years, remedial reconstruction, overlay strengthening and surface protection works, estimated at about \$US 106.4 million were needed to save the road system from deterioration.

42. He emphasized the importance of harmonizing maximum axle load limits, vehicle and highway regulations, design standards and signs and facilitation-related procedures, for the efficient and effective utilization of the TEAM network.

43. The Constitution of the TEAMA was acceptable to his Government on the basis that new associate members could join and that minor amendments would be effected in due course under the provision of Article 18.

44. In conclusion he thanked ECA and OAU for their invaluable interest in promoting and advising the TEAMA and his colleagues for their active participation in the meeting.

45. Immediately following the statements, the Ministers of Zambia and Zimbabwe were in turn invited by the Executive Secretary of ECA, the official custodian of the TEAMA Constitution, to sign that Constitution in a special ceremony organized for the occasion during the opening session of the meeting of the Governing Council. The signing ceremony was witnessed by the Council.

C. ACCOUNT OF PROCEEDINGS

Election of officers (agenda item 2)

46. In accordance with article 6, paragraph 3, the Constitution of the TEAMA stipulates that the Chairmanship and Vice-Chairmanship of the Governing Council should rotate among the members of the Authority in the English alphabetical order. Therefore, in the absence of Botswana, Egypt would have had to assume the Chairmanship of the Governing Council for the year 1981-1982 and Ethiopia the Vice-Chairmanship.

47. Egypt, however, as a courtesy to the host country moved that Ethiopia should chair the meeting. That motion was seconded by Zambia and accepted by Ethiopia. The following representatives were therefore elected as officials of the meeting:

Chairman:	Mr. Kassa Gebre, Ethiopia
Vice-Chairman:	Mr. Moustafa Osman Hassan, the Sudan
Rapporteur:	Mr. Daniel N. Ngwenya, Zimbabwe

Adoption of the agenda (agenda item 3)

48. The following agenda was adopted:

1. Opening of the meeting
2. Election of officer
3. Adoption of the agenda and organization of work
4. Consideration of the reports of the Meeting of Experts and meeting of the Advisory Board
 - (a) Brief country progress reports
 - (b) Review of the draft "Plan of Action" for the development of the Trans-East African Highway system
5. Appointment of the Director-General of the Cairo-Gaborone Trans-East African Highway Authority and the senior staff
6. Finalization of the Headquarters Agreement of the Trans-East African Highway Authority with the host Government
7. Other matters
8. Date and place of the next meeting
9. Adoption of the report

Presentation of the report of meeting of Experts and Advisory Board by the Chairman (agenda item 4)

49. The Chairman of the meeting of Experts and of the Advisory Board presented the report of the two meetings in turn, as follows:

Meeting of Experts

50. The substantive topics discussed during the deliberations of the Meeting of Experts and Advisory Board of the Trans-East African Highway (TEAH) were the establishment of the current status of the TEAH and its feeders; and the review of the plan of action designed by ECA secretariat for the TEAH Authority.

51. Regarding the status of the TEAH system, perhaps for the first time since its inception, every country present gave a progress report;

- Egypt had reported making satisfactory progress in its efforts to close the missing link to the Sudan border and was also extending the TEAHA towards Asia and Europe via a tunnel constructed under the Suez Canal;

- the Sudan and Ethiopia had formed a joint working committee to improve the Gedaref-Metema-Azezo road, the segment of the TEAHA on either side of their common border;

- Ethiopia also had plans to upgrade the Azezo-Dilla road;

- Zambia had gone to tender to upgrade the 40-km Zimba-Livingstone road at its border with Botswana;

- Zimbabwe, the newly admitted member, planned to construct all the TEAH within its borders to acceptable standards;

- Malawi would improve its links to the TEAH and also improve its outlets;

- Swaziland put great importance on its TEAH link. With environmental problems during construction, it was making improvement with the assistance of ADB and SIDA;

- Uganda was also making efforts to reconstruct and rehabilitate its roads and TEAH connexions;

- Djibouti, for the first time represented, was improving its TEAH links to one of the most important ports in the Horn of Africa, a major terminal point of the future Dakar-Djibouti Trans-African Highway.

- Burundi was improving its access to the TEAH and to the sea; and Rwanda was also improving its two-pronged access to the sea.

52. Turning to the plan of action, the Committee of Experts had accomplished the following:

(a) It had examined the work programme designed for the TEAH Authority, found it to be realistic and entirely feasible;

(b) It had reviewed the structure of the Authority and its revised budget and found both to be reasonable and adequate;

(c) It had studied the text of the Headquarters Agreement and found it to be acceptable, with slight amendment;

(d) As regards the appointment of officials and professionals of the Authority, the experts had formed a neutral subcommittee, had given it a mandate to establish its own criteria in addition to those clearly existing to enable it to effectively short-list the 40 applicants, had then received and adopted the subcommittee's report containing the short-listed candidates. The experts' committee had made its own ranking on the basis of equitable apportionment of posts to member and associate member States that had submitted acceptable and qualified candidates, and had made specific recommendations to the Governing Council.

53. Under "other matters" the meeting of Experts had considered Zimbabwe acceptable as a full-fledged member. Finally, the meeting had noted Kenya's proposal to merge TEAMA with the Lagos-Mombasa Trans-African Highway Authority; but felt that that by itself in no way altered the fact that Kenya was still considered to host the TEAMA.

Meeting of the Advisory Board

54. The main discussion by the Advisory Board had been on the review of the Plan of Action of the TEAMA and Report of the Meeting of Experts.

55. The Board had accepted the Plan of Action as presented in the Report of the Meeting of Experts as well as the 80 per cent/20 per cent formula for contributions by member and associate member countries towards the running of the Authority, as well as the amended Headquarters Agreement and recommendations on candidates selected for the administrative and technical posts of TEAMA.

56. The meeting had urged the immediate signing of the Constitution by those countries which had not done so and had advised associate members to indicate, by appropriate instrument, their intention to be associated to the TEAMA system. Zimbabwe and Zambia had indicated their intention to sign and ratify the Constitution immediately.

57. Under "other matters," the meeting had considered the modalities for mobilizing funds for the implementation of TEAMA projects and had agreed to an OAU proposal that a consultative technical meeting be arranged during early 1983, and that international assistance would be needed for the preparation of documents for the consultative technical meeting in a form acceptable to donors.

58. The Board had recommended to the Governing Council that a definite time-schedule be established for the activities of the TEAMA and that the Highway Research Committee and the Standardization Committee be established next year as a matter of urgency so as to commence work for the proposed consultative technical meeting scheduled for early 1983.

Brief country progress reports [agenda item 4(a)]

59. At the resumed session in the afternoon, the Chairman, following alphabetical order, called upon the Hon. Mohamedine Abdel Latif, Acting Minister of Communications of Egypt to present his country's progress report. 1/

60. Hon. Daniel Ngunya, M.P., Minister of Roads and Road Traffic, Posts and Telecommunications of Zimbabwe expressed his delegation's sincere gratitude for the generous reception and hospitality of the Ethiopian Government and thanked ECA for preparing and convening the meeting.

1/ See report of the meeting of Experts, ST/ECA/TRANS/2.

61. He informed the meeting that since achieving independence 19 months ago, Zimbabwe had concentrated its efforts on resettling, sheltering, feeding and clothing returning refugees as well as on reconstructing war-damaged infrastructures. A three-year development programme for roads was submitted and he observed that even a good rural road network was of little use unless it fed into a good trunk network; thus his Government's interest and concern about national roads and the TEAH network.
62. The Minister informed the Council that 96 per cent of the 2,968 km of the TEAH system within Zimbabwe was already constructed to adequate standards and highest priority was given to the completion of the remaining 4 per cent. He pointed out the internal highway network of his country on a second map and indicated that it was the TEAH network in his country which was then at the Authority's disposal. In view of the fact that maintenance was critical to the life and condition of any road, he was pleased to note that the Experts had included maintenance standards in their recommendations to the Governing Council.
63. As a land-locked nation, his country was very conscious of the importance of unimpeded access to international markets and suggested that consideration be given to the development of an east-west highway from Walvis Bay (Namibia) to Beira or Macala (Mozambique) and a road from Bulawayo-Rulenga-Chiqualaquala to the sea port of Maputo in Mozambique. He emphasized that the development of these additional routes would enhance the development prospects and independence of the land-locked southern African countries.
64. In conclusion, he thanked his colleagues for inviting and accepting his country as a full member of the TEAH.
65. The representatives of Malawi indicated that in a report presented at the experts meeting his Government had fully recognized the great importance and aspirations of the TEAH in the realization of social, cultural political and economic development of this part of Africa. His Government wholeheartedly endorsed the establishment of the Authority and he confidently reported that formal application, signing and ratification would follow soon after he reported back to his Government. He intimated to the meeting that his country at a later date may apply for full membership in the Authority.
66. In conclusion, he expressed immense appreciation to the Government of Socialist Ethiopia for the motherly care and to ECA and OAU for their brotherly direction.
67. Hon. Y. Mungenyi, M.P., Minister of Transport of Uganda expressed confidence that the Chairman would successfully guide the deliberations of the meeting, and appreciated the efforts of the Ethiopian Government, ECA and OAU in contributing to the cordial meeting. His Government was committed to the United Nations Transport and Communications Decade and strongly believed that development of the various trans-African highways and their feeder links would enable partial realization of the Decade's objectives.

68. He informed the meeting that although faced with many road development and reconstruction projects resulting from neglect and mismanagement by past regimes, his Government would spare no effort to improve sections of the TEAH within their territory. Studies had been carried to up-grading and bitumenize the road Mbale-Mimule on the Sudan border, which would link Uganda to the TEAH in Khartoum and the Sudan to the Lagos-Mombasa Trans-African Highway. Plans had been made to improve road links with Rwanda/Burundi, the United Republic of Tanzania and Zaire.

69. He pointed out that though land-locked, his country was making efforts to assist other neighbouring land-locked countries, thus their transport problems were of a subregional nature. He informed the meeting that a conference had been held among their neighbouring countries to eliminate non-physical barriers and the results would soon be implemented.

70. In conclusion, he thanked countries which had assisted them, and indicated that given his country's present conditions, adequate facilities may not be provided rapidly and appealed to the international community for assistance, and expressed the view that whether such assistance was given the TEAHA, it would also benefit them.

71. In his statement on behalf of the Director-General of the Lagos-Mombasa Trans-African Highway Authority, the representative of TAMA thanked the Government of Socialist Ethiopia for hosting the Inaugural Meeting of the Governing Council and ECA for organizing the meeting.

72. He informed the meeting that the Lagos-Mombasa Trans-African Highway Authority was the first Authority created by ECA in collaboration with OAU in which Kenya and the Sudan are full members of both Authorities, Uganda is associate member of TEAHA and full member of TAMA and Rwanda and Burundi are associate member of both Authorities.

73. He pointed out that the Lagos-Mombasa Trans-African Highway consisted of 6,275 km of highway and 14,000 km of feeder roads from which 45 per cent of the main highway and 36 per cent of the feeder roads had been paved. He also expressed the importance of financial resources to implement the projects and asked member and associate member countries to participate and contribute to the welfare of the Authorities so that industrialized countries and financial institutions could come to their aid.

74. He stressed the need to make the TEAH Authority void of heavy administrative or financial structures, less bureaucratic procedures in respect of professional ethics, politically neutral and to co-operate with other similar organizations so that the Authority could operate efficiently. In conclusion, he said that the establishment, under the able organization of ECA and in concert with OAU, of the Lagos-Mombasa (East-West) and the Cairo-Gaborone (North-South) Highway Authorities, would help to bring African peoples together and would call upon Africans of all races and creeds to emerge from their economic and political isolation into one giant politically and economically emancipated Africa.

75. The representative of Italy expressed the deep interest of his Government in the activities of the TEAHA. Italy considered that the realization of a major road axis from the coast of the Mediterranean to South Africa would constitute a fundamental contribution to the socio-economic development of the whole continent. He recalled that the Ethiopian Minister of Mines, Energy and Water Resources had pointed out during the meeting of the Advisory Board that the success of the Transport and Communications Decade in Africa, proclaimed by the United Nations General Assembly, and the Lagos Plan of Action would depend largely on the promotion of the Trans-East African Highway Authority.

76. The Italian Government had already expressed, in several fora, its support for the Decade and he was glad to announce that talks were underway with ECA in order to identify what kind of specific **contribution** Italy could give, through its development co-operation funds, to the implementation of the aims of the Decade. That contribution could take the form of support to the whole programme or to specific aspects of it.

77. He hoped that it would be possible to materialize the willingness of his Government in the near future in order to participate in a major endeavour, of which the TEAH represented one of its fundamental aspects

Review of the draft "Plan of Action" for the development of the Trans-East African Highway Authority [agenda item 4 (b)]

Plan of Action and programme of work

78. The Governing Council reviewed the Plan of Action 2/ as designed by ECA, and as reviewed successively by the Meeting of Experts and the Advisory Board.

79. The representative of Zambia moved that the Plan as presented was adequate and that he was entirely satisfied with the work programme. His delegation would be happy to urge the Council to approve the work programme in its entirety. The Governing Council then adopted the Plan of Action and the programme of work.

The revised budget

80. The Governing Council considered the revised budget 3/ which had been reviewed and endorsed in turn by the Meeting of Experts and the Advisory Board. The Council noted that the Experts and the Advisory Board had decided that 80 per cent of the budget would be paid by members, while associate members would pay the remaining 20 per cent.

81. The ECA Executive Secretary pointed out that the sharing of the 80 per cent of the estimated budget by members, and that of the 20 per cent among associate members needed to be specified in detail.

2/ ST/ECA/TRANS/1.

3/ ST/ECA/TRANS/1, annex III.

82. The representative of Egypt said that member/associate members should share their respective payments equally.

83. The representative of Zimbabwe then moved that the budget should be considered adequate and ~~acceptable~~, and that his delegation proposed its adoption.

84. The Executive Secretary remarked that in view of the decision of the Advisory Board, endorsed by the Council concerning the sharing of the contributions to the budget, each member State should contribute a sum of \$US 76,000 and each associate member State \$US 16,900 for the first year.

85. The Governing Council then adopted the revised budget as presented as well as the sharing of contributions between member and associate member States.

Appointment of the Director-General of the Cairo-Gaborone Trans-African Highway Authority and the senior staff (agenda item 5)

86. The Chairman of the Council noted that the experts had first short-listed the candidates; then had recommended specific names to the various posts, as follows:

Director-General: Shifarraw Demisse, Ethiopia

Deputy Director-General: Ahmed Mohamed El Messeery, Egypt

Financial Auditor; VACANT

External Auditor; VACANT

Director-Technical Services: R.M. Ngoma, Zambia

Legal Adviser; Mirghani Abdalla Malik, Sudan

Transport Economist/Planner: E.A. Chinwaza, Malawi

Construction/Maintenance Engineer: Leopold Ruronona, Burundi

Administrative Assistant: B.B.L. Kimanbo, Tanzania

87. The representative of the Sudan said that, in order to expedite matters, his delegation wished to withdraw the Sudanese candidates for the posts of Director-General and Deputy Director-General.

88. The Council approved the appointments of the persons named above for the posts indicated.

89. The Executive Secretary then remarked that letters of appointments should only be made after:

(a) 2/3 of member States shall have ratified the Constitution of the Authority; and

(b) contributions for the first year have been paid up by member and associate member States.

90. The Chairman emphasized the importance of the statements made by the Executive Secretary, and stated that he was confident all member and associate member countries have realized the seriousness of the matter that no contribution meant no Authority at all. He stated that his own country had sacrificed one of its top executives for the TEAH, which indicated the high regard his country had for the Trans-East project.

91. The Chairman urged members that had not signed or ratified the Constitution to seriously consider doing so as soon as they could. He also urged associate member countries to indicate their intention to effectively join the TEAH, in writing, as soon as they could.

92. The Executive Secretary suggested that a deadline needed to be established for:

- (a) ratification of the Constitution,
- (b) the payment of dues.

93. He also informed members that he would give each delegation a letter indicating the amount it had to contribute, before departure from Addis Ababa. Letters of appointment would be made as soon as ECA was assured of the availability of funds.

Finalization of the Headquarters Agreement of the Trans-East African Highway Authority (agenda item 6)

94. The Chairman of the Meeting of Experts and of the Advisory Board reported to the Council that a communication had been received from Kenya, the approved host country of the TEAH, that proposed, inter alia, the merger of the TEAH with the Lagos-Mombasa Trans-African Highway Authority. An official of the Embassy of Kenya in Addis Ababa had joined the deliberations of the Meeting of Experts and had assured participants that the message he had received had not indicated Kenya's intention to withdraw the offer to host the TEAH. He had further advised participants that they ought to proceed on the assumption that Kenya was still host to the Authority, until advised to the contrary.

95. The Executive Secretary informed participants that he had received another telex from the Government of Kenya to the effect that events had overtaken Kenya's offer to host the TEAH, and that Kenya would clarify its stand at a meeting of the Governing Council of the Lagos-Mombasa Trans-African Highway Authority in Bangui in December 1981. He advised that it would be appropriate to wait until after the Bangui meeting before taking any further step regarding the headquarters arrangement. He said he would be happy to communicate to the TEAH Governing Council any firm decision the TEAH Governing Council had regarding the merger proposal put forward by Kenya.

96. The representative of Egypt said that ECA should be charged with the responsibility of communicating to Kenya the decision that the Council had made, and report to the Council during its next meeting.

97. Following the statement made by the Executive Secretary concerning the Headquarters Agreement, the Chairman remarked that that issue had been discussed by the experts and that since the Governing Council had already adopted the report of the Meeting of Experts as well as their recommendations on the matter, it was not necessary to return to it. He declared that discussion on that item was closed.

Other matters (agenda item 7)

98. In recognition of the effort made by ECA to promote road transport in Africa, the representative of Egypt said that he was impressed by the work done in recent years and commended the Executive Secretary for his dynamic leadership and highly efficient performance. He said that Africa occupied a place of prominence among all the other continents of the world. There were certain considerations which bestowed a particular importance on Africa and among those considerations was the fact that Africa had its vital unique strategic position and its enormous natural and mineral wealth, a fact which had contributed to make Africa a centre of attraction to various forces throughout history.

99. Such African natural wealth should be utilized in a manner that would realize prosperity, progress and guarantee the welfare of all African countries. It was natural in such circumstances that attention should be focussed and sense of responsibility increased towards the necessity of establishing an effective communications network to link up all the African countries with each other. Such network had to cover the various communications and transport fields: land road, airlines and wireless communications.

100. He believed that ECA had undoubtedly realized the significance of establishing such network and it was playing a leading role to develop an adequate highway network and efficient road transport system in Africa. ECA had been the prime mover behind the trans-African highway theme and had succeeded to date in establishing the first intergovernmental autonomous highway entity in Africa.

101. He said that ECA had paid great attention to the United Nations Transport and Communications Decade in Africa and was adopting great projects covering various activities and accomplishments in the development of roads and road transport in the continent. He felt that the future held even more activities as some specialized agencies might join hands with ECA in its effort to launch an African Highway Master Plan study, publish an African Highway Code to combat the ever-increasing incidence of road accidents and hold a series of maintenance training courses to stimulate awareness of African planners, Ministry of Finance officials and highway officials of the need for timely and adequate highway maintenance performance in addition to future programmes, especially those related to the Trans-East African Highway system.

102. In conclusion, the representative of Egypt expressed his appreciation to ECA, its Executive Secretary, all United Nations bodies and African organizations for the efforts which contributed actively in realizing those great achievements.

Date and place of next meeting (agenda item 8)

103. The representative of Egypt offered to **host** the next meeting of the Governing Council of the Cairo-Gaborone Trans-East African Highway Authority in Cairo at any time to be fixed by the Council.

104. The Executive Secretary said it would be advisable to leave the dates open, and suggested that the third quarter of 1982 would be a suitable time to hold the Council's next meeting.

105. The Council accepted Egypt's offer to host its next meeting in Cairo during the third quarter of 1982.

Adoption of the report (agenda item 9)

106. In the process of adopting the report as presented, (except for minor editorial corrections) the Sudanese delegate pointed out that the Constitution required that certain important documents should be produced in the Arabic language, in addition to English and French. Although his delegation had no difficulty with the English language, the Constitution had to be observed, he pointed out.

107. The Executive Secretary explained that due to the departure schedule of some delegations, it was not possible to produce the report in three languages within the prevailing time constraints; but that once the TEAMA became fully operational, the **Authority** could make provisions for Arabic translation.

108. The Governing Council then adopted its report.

Closure of the meeting

109. In his closing address, the Hon. Engineer Moyheddine Abdel Latif, Acting Minister of Communications of Egypt extended, on behalf of all the other ministers and participants, a vote of thanks to all those who had helped to make the Inaugural Meeting a success. He thanked the Chairman in particular for ably conducting the meeting in the best African and Ethiopian tradition; he said he was especially grateful to the Executive Secretary of ECA for the admirable quality of the preparatory work which had contributed immensely to the success of the meeting. He also extended word of thanks to the members of the secretariat, and those in translation, transcription, interpretation and reproduction, for their co-operation and assistance throughout the meeting; and to representatives of OAU, the specialized agencies of the United Nations, the intergovernmental organizations, and industrialized countries, who had participated in the Council's deliberations and contributed to its success.

110. He expressed also his gratitude to the Government and people of Ethiopia for the warm welcome and wonderful hospitality extended to participants. Finally he said he hoped to meet all participants at the next Council meeting in Cairo, Egypt.

111. The Chairman, in his concluding remarks, reminded participants that:

- (a) Signing and ratification of the Constitution should be expedited;
- (b) Formal application for affiliation was required from all associate members;
- (c) The ECA Executive Secretary would deal with all matters regarding the Headquarters of the Authority, and
- (d) Participants needed to see to it that their financial obligations are honoured.

112. Finally, he said it had been an honour to have been elected chairman of the Inaugural Meeting of the Governing Council of the Cairo-Gaborone Trans-East African Highway Authority, whose deliberations had resulted in appropriate decisions on crucial issues. He expressed his profound appreciation to ECA and its Executive Secretary, for promoting the trans-African highway theme in general and the Trans-East African Highway in particular. True to his word, the Chairman said, the Executive Secretary had produced and delivered a letter to each delegation reminding them of their financial obligations; and had established a deadline therein for payment of contributions. (The Chairman then ascertained) that each delegation had in fact received the ECA Executive Secretary's letter.

113. In his above-mentioned letter ^{4/} the Executive Secretary had informed all member countries of the Inaugural Meeting and of certain decisions the Governing Council had taken concerning the establishment and functioning of the Authority.

114. The Governing Council had approved the programme of work of the Authority, its organizational chart and the budget of four years in the amount of \$US 3.5 million. It had also decided that 80 per cent of the budget would be equally divided among the eight members and the remaining 20 per cent also equally among the nine associate member States of the Authority. The Governing Council had also authorized the appointment of the Director-General, the Deputy Director-General and five other officials of the Authority. Finally it had been decided that the Authority would become operational from 1 July 1982.

115. In order to enable the Authority to commence operation on that date, the Executive Secretary's letter had stated, it was essential that the Constitution was ratified by two thirds of its members and that contributions for the first year were paid in full by them. It was only when those conditions were effectively fulfilled that the Executive Secretary would be in a position to make firm offers of appointment to the individuals whose appointment had been authorized by the Governing Council.

116. He had reminded each member and associate member country that it would have to contribute \$US 76,000 and \$US 16,900, respectively, for fiscal 1982-1983, to the TEAHA/ECA headquarters prior to 28 February 1982. He had also reminded members that had not ratified the Constitution to do that and send him the instrument of ratification.

117. In the past, Governments had shown the importance attached to solving transport problems in Africa, his letter had continued, and one of the means of achieving that objective would be the effective functioning of the Cairo-Faborone Trans-East African Highway Authority.

118. The Chairman then commended the Ministers for their valuable support and expressed his profound gratitude and appreciation to the Executive Secretary for his dynamic leadership and highly efficient performance in his effort to promote transport and highway development in Africa and particularly in the Trans-East area.

119. Finally, in declaring the meeting closed, he wished participants the very best, and said he hoped to see them all in Cairo for the next meeting.